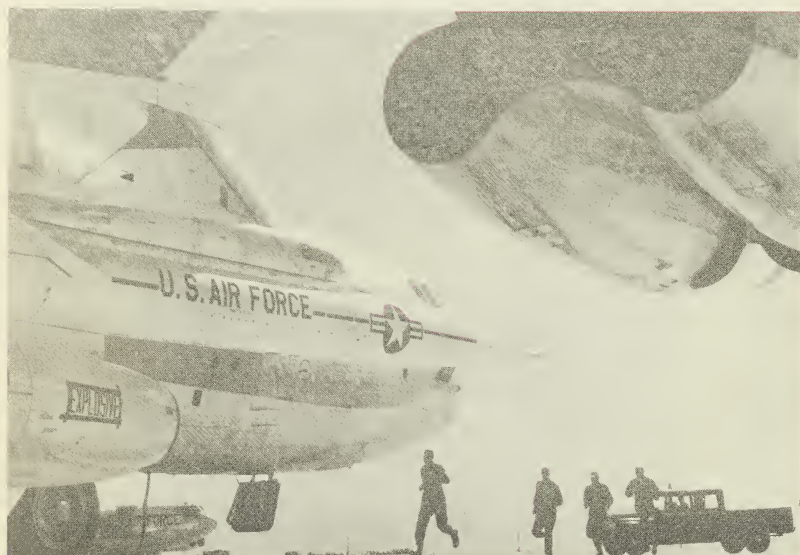


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92nd Bombardment Wing

*Sentinel of the
Pacific
Northwest*



*Colonel James W. Meier
Commander, 92nd Bombardment Wing
Fairchild Air Force Base, WA*

Colonel Meier was born in Cleveland, Ohio. He received his commission through the Air Force Reserve Officers Training Corps at Georgia Institute of Technology at Atlanta in June 1962. He earned a Master's in Business Administration from Pepperdine University in 1974.

A Command Pilot, he has over 3500 flying hours in various aircraft including the B-52, F-4, T-29, T-33, T-37 and T-38. His most recent assignments include Commander, 524th Bombardment Squadron, Wurtsmith AFB, Michigan; Chief, Strategic Operations Division Directorate of Operations, Headquarters USAF; Deputy Assistant Director for Joint and National Security Council Matters, Directorate of Plans, Deputy Chief of Staff, Plans and Operations, Headquarters United States Air Force; and Vice Commander, 416th Bombardment Wing, Griffis AFB, New York.

Military decorations and awards include the Legion of Merit, Meritorious Service Medal with one Oak Leaf Cluster, Air Medal with three Oak Leaf Clusters, Air Force Commendation Medal, Combat Readiness Medal, National Defense Service Medal, Vietnam Service Medal, and the Republic of Vietnam Campaign Medal.



*Colonel John T. Jaeckle
92BMW, Vice Commander
Fairchild Air Force Base, WA*

Colonel John T. Jaeckle was born on 19 January 1939 in San Antonio, Texas. He received his commission through the Air Force Reserve Officer Training Corps after obtaining a Bachelor Degree in Mechanical Engineering, at Texas A&M University in 1961.

A command pilot, he has over 4,400 flying hours in various aircraft, including the B-52, T-39, EC-47, B-58, and F-102. He has flown 200 combat missions in the EC-47 and B-52. His most recent assignments include Operations Officer, 46th Bomb Squadron, Grand Forks AFB, North Dakota (later served as deputy Wing Inspector); Air War College, Maxwell AFB, Alabama, and was a distinguished graduate; Deputy Chief of Staff for Plans and Operations, Headquarters USAF. While there he was also Chief of the Rated Management Division and later the Assistant Deputy Director for Operational Support.

Colonel Jaeckle's military decorations include the Distinguished Flying Cross, Air Medal with eight Oak Leaf Clusters, Meritorious Service Medal and the Air Force Commendation Medal.

Colonel Jaeckle assumed his current position in June 1984.



THE COVER

PICTURE

ALERT - Members of a Strategic Air Command B-52D combat crew run to their always ready-and-waiting aircraft. Since October 1957 a number of SAC aircraft have been on 24-hour-a-day alert at United States and overseas bases. (U.S. Air Force Photo)

SAC COMMAND EMBLEM

SAC's emblem was approved on 4 January 1952. The blue sky is representative of the Air Force operations. The arm and armor is a symbol of strength, power and loyalty, and represents the science and art of employing far reaching advantages in securing the objectives of war. The olive branch, a symbol of peace, and the lightning flashes, symbolic of speed and power, are qualities underlying the mission of the Strategic Air Command.

SAC's MOTTO:

Peace Is Our Profession

92BMW EMBLEM

92BMW's emblem was approved on 21 November 1957. The two-edged broadsword, which portrays the Wing, shows the "two-edged" capability of a heavy bomber wing to maintain the calm, serene skies of peace shown by a light blue sky with white clouds and the green olive branch of peace. Its devastating deterrent capability to restrain the emptiness and bloodshed of war is shown by a black, empty void pierced by the blood-red lightning blot of war.

92BMW's MOTTO:

Duplum Incolumitatis - Twofold Security

MISSION STATEMENTS

SAC's

"The Strategic Air Command will be prepared to conduct long range offensive operations in any part of the world either independently or in cooperation with land and Naval forces; to conduct maximum range reconnaissance over land or sea either independently or in cooperation with land and Naval forces; to provide combat units capable of intense and sustained combat operations employing the latest and most advanced weapons; to train units and personnel for the maintenance of the Strategic Forces in all parts of the world; to perform such special missions as the Commanding General, of the Air Force may direct."

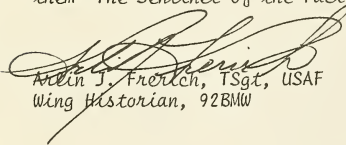
92BMW's

"The 92nd Bombardment Wing, Heavy will maintain assigned units in a state of readiness to permit immediate operation against adversaries of the United States. Be prepared to perform tasks assigned in current Emergency War Orders and related operations orders. Train bombardment and air refueling crews and units for the performance of global bombardment operations. Support the Air Reserve and Air National Guard program in accordance with instructions received from Air Force or Higher Headquarters. Assure required support is provided to tenant units."

FORWARD

This booklet was prepared so that you, the reader, might gain a better understanding of the 92nd Bombardment Wing and its past. Although this booklet covers a period of almost half a century, it is not all-inclusive. There are countless documents and historical reports in the Wing Historians Office and the Fairchild Base Museum, that tell the stories of the unsung heroes who were assigned to the Wing throughout years past. It is with regret that this booklet cannot mention every name and event that took place within the Wing's glorious history.

The success of the 92nd Bombardment Wing can only be attributed to the unselfish attitudes, dedication, and hard work of every officer, airman, and civilian, who were assigned to the unit. To them "The Sentinel of the Pacific Northwest" is dedicated.



Arlen J. French, TSgt, USAF
Wing Historian, 92BMW

"I feel that my responsibility to this country is to make sure we can perform our mission of nuclear deterrence better than any other bomb wing in the Air Force...."

Colonel James W. Meier
Commander, 92BMW

This booklet concludes activities as of 30 September 1984.

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INTRODUCTION

For over 40 years, the 92d Bombardment Wing has pursued it's goal of excellence during both war and peacetime. It has won military honors during both World War II and the Korean Conflict and boasts quite a history as colorful as it is varied. It has operated around the United States as well as around the world and gained distinction as one of the most experienced bombardment wings in the Strategic Air Command.

This brief history offers but a glimpse of the Wing and some of the activities that it has been involved in since it's birth during March, 1942 and has been divided up into three major parts; the Chronology, the Narrative, and a Pictorial History, to provide the reader with "the big picture" of the Wing and it's basic mission. The pictorial portion tells a story in itself. The photos presented have been found through diligent research and tell the story of the Wing by it's assigned aircraft. Some are rare combat photos taken during World War II, where the 92d began it's rich past.

If you have any further questions about the history of the 92d Bombardment Wing, contact the Wing Historian at extension 247-2173.

CHRONOLOGY OF THE 92D BOMBARDMENT WING

- 1 Mar 1942 92d Bombardment Group activated at Barksdale Field, LA. Fairchild AFB activated as Spokane Army Air Field.
- 12 Aug 1942 92d Bombardment Group flies the North Atlantic Route to Prestwick, Scotland.
- 28 Aug 1942 92d Bombardment Group assigned to Bovington Airdrom, England.
- 6 Sep 1942 92d Bombardment Group flies its first combat mission over Nazi occupied France.
- 28 Feb 1946 After over 300 combat missions to it's credit, the 92d is inactivated at Istres Air Field, France.
- 15 Jul 1946 The 92d Bombardment Group is redesignated as the 92d Bombardment Group, Very Heavy, and assigned to SAC.
- 4 Aug 1946 92d Bombardment Group (Very Heavy) activated at Fort Worth Army Field, Texas and assigned to the 15th Air Force. The 92d was also equipped with B-29 Superfortresses on this date.
- 28 May 1948 The 92d Bombardment Group, Very Heavy, redesignated as 92d Bombardment Group, Medium
- 16 Jun 1950 92d Bombardment Group (M) redesignated as the 92d Bombardment Group (H).
- 4 Jul 1950 92d Bombardment Group dispatched planes to participate in the Korean Conflict.
- 12 Jul 1950 92d Bomb Group fly first mission over Korea after being transferred to Guam.
- 25 Oct 1950 The 92d Bomb Group is released from the Korean Conflict and redeployed to Fairchild AFB.
- 28 Feb 1951 Due to the re-organization of SAC units, the 92d Bombardment Group (H) becomes the 92d Bombardment Wing (H).
- 29 Jul 1951 92d Bombardment Wing equipped with the new B-36 Peacemakers.
- 16 Oct 1954 The 92d Bombardment Wing transferred to Anderson AFB, Guam.

13 Jan 1955 The 92d redeployed to Fairchild AFB.

4 Sep 1956 The 92d Air Base Group activated.

1 Oct 1956 The 92d enters into its official conversion period, converting from B-36s to B-52s.

26 Mar 1957 The 92d receives its first B-52.

13 Sep 1957 The 92d Air Refueling Squadron is activated. The 92AREFS is equiped with KB-29 Tankers.

21 Feb 1958 The KB-29s are replaced with KC-135 Stratotankers.

Sep 1961 Nine Atlas Missile complexes become operational.

15 Feb 1962 The 92d Bombardment Wing (H) becomes the 92d Strategic Aerospace Wing.

Nov 1962 The first Hound Dog Missile delivered to the 92SAW.

25 Sep 1964 The 92SAW becomes involved in the Vietnam Conflict by refueling fighters over Southeast Asia.

Mar 1965 The 92SAW supports Young Tiger.

Apr 1965 Atlas Missile complexes inactivated.

Oct 1966 B-52s from the 92SAW deployed to Guam to support the Vietnam Conflict.

1 Apr 1968 The 92SAW supports Arc Light bombing missions in the Vietnam Conflict.

16 Oct 1971 92SAW converts to B-52G aircraft.

Mar 1972 92SAW participates in Bullet Shot, the stepped up bombing of targets in North Vietnam.

1 Jul 1972 The 92SAW is redesignated the 92d Bombardment Wing (92BMW).

25 Oct 1973 The 92BMW bombers return from Guam and the 92d BMW is reconstituted on Fairchild AFB.

4 May 1974 The President of the United States, Richard M. Nixon, lands at Fairchild AFB.

25 Nov -

25 Dec 1975 Second to last aerial refueling in support of Young Tiger. Conducted by Crew R-125 in Aircraft 58-0067.

- 18 Aug 1976 Wing participates in Korean Augmentation Operation by helping several fighter aircraft deploy to Korea.
- 25 Feb 1977 Automated Offset Unit modification completed on all active B-52s.
- 1 May 1977 SAC transferred responsibility for the 141st Air Refueling Group (Reserve) from the 28BMW to the 92BMW.
- 16 May 1977 B-52 Engine Conditioning Monitoring Program established.
- 1 Jul 1977 The 141st Air Refueling Group (Reserve) assumes daily alert duties.
- 1 Jan 1978 Accelerated Copilot Enrichment operations begin (ACE).
- 5 May 1978 The President of the United States, James Earl Carter, visits Fairchild AFB.
- 18 May 1980 Mt. St. Helens erupts with Fairchild celebrating it's Open House, leaving the Wing paralyzed for a month.
- 22 - 24
May 1980 Mt. St. Helens again erupts, 92BMW aircraft deployed to Northern California SAC bases.
- 19 Oct 1981 A combined USAF/Boeing Air Launch Cruise Missile Site Survey Team visits the Wing and measures Wing capabilities to support future ALCM deployments.
- 10 Nov 1981 92BMW participates in GIANT VOICE Bombing/Navigation Competition and wing Navigator Trophy for Best Tanker Crew.
- 1 Mar 1982 Both Fairchild AFB and 92BMW celebrate 40th Anniversary.
- 7 May -
6 Aug 1983 Moses Lake/Grant County Airport deployment (Busy Moses)

9 Sep 1983 Colonel John R. Allen, Jr., 92BMW Commander, accepts the Wings first Offensive Avionics System/Air Launched Cruise Missile (OAS/ALCM) modified B-52G bomber.

8-10
Nov 1983 Aircrews of the 92nd Bomb Wing participated in the SAC Bombing and Navigation competition. The Wing placed fifth out of the 15 competing units.

14 Feb 1984 In an effort to improve base security, Rambo Road, which paralleled the alert aircraft, was officially closed to the public.

21-30
Mar 1984 The Headquarters SAC Inspector General conducted a ten-day inspection of the Wing and base support units. The Wing received a Satisfactory rating and 76 airmen were recognized as professional performers.

9-19
Jul 1984 The 1st Combat Evaluation Group (ICEVG), Barksdale AFB, Louisiana, conducted an evaluation of the Wing aircrews. The overall rating was Satisfactory, and aircrew testing was rated Outstanding.

22-27
Jul 1984 The Headquarters SAC, Wing Security Inspector, conducted a Wing Security Evaluation (WSE) to realistically evaluate the normal day-to-day and advanced security readiness of the Wing. Fairchild received its third consecutive Excellent rating.

29 Aug 1984 Colonel James W. Meier assumed command of the 92nd Bombardment Wing. Colonel John R. Allen, Jr., was reassigned to Washington D.C.

4-14
Sept 1984 The SAC Weapons Loading Competition was held at Ellsworth AFB, South Dakota. Although the Wing did not place first, the lessons learned certainly will pay dividends for 1985.

A BRIEF HISTORICAL GUIDE TO THE 92d BOMBARDMENT WING

CHAPTER ONE

A WING IS BORN

As the Second World War accelerated in Europe, the need for combat ready units also increased. Although ground forces were considered the mainstay of the military force, the increasing importance of strategic bombing was gaining widespread attention not only from ground commanders, but from the War Department as well. As part of the step up in Army Air Force (AAF) units, the 92d Bombardment Group was constituted, or placed on a list for activation, on 28 January 1942, and activated on 1 March of that same year. Upon its "birth", the 92d was assigned to Barksdale Field, Louisiana, under the authority of the Third Air Force, and consisted of the 325th, 326th, 327th, and 407th Bombardment Squadrons.

The outfit, still a "paper unit", was transferred to MacDill Field, Florida, on the 16th of March 1942, where it came to life by acquiring personnel from the 29th and 97th Bombardment Groups. On the 19th day of May, the unit changed stations again; this time to Blandford Field, Florida. There, for a period of one month, the unit continued its training in the "latest thing in aerial warfare", the B-17 Flying Fortress. The unit was then ready to take the first step towards its destiny and World War Two.

It was during the brief stay at Sarasota that both Group and Squadron insignias were adopted. Group Commander Colonel James S. Sutton and Major William M. Reid, the Group's Air Executive Officer, became acquainted "through a mutual regard for fishing" with Mr. V.T. Hamlin, the cartoonist-originator of the nationally famous syndicated comic strip, "Alley Oop". The two officers prevailed upon Mr. Hamlin to design the insignias, one of which has remained to this day as the emblem of the 325th Bombardment Squadron. Hamlin also designed the original Group shield, a prehistoric pterodactyl banking over the words, "Higher, Stronger, Faster." That emblem was superseded in 1957 by the current design.

On the 20th of June 1942, the 92d flew to Westover Field, Massachusetts for a brief period of ten days. From there the crews flew to Dow Field, Maine, where the unit remained from the 29th of June until the middle of August. During that time, the 92d continued its intensive training, including experimental work in endurance flying, load distribution and other factors essential to flying over the Atlantic Ocean.

CHAPTER TWO

THE WAR YEARS

In late June 1942, as the war was raging in both Europe and the Pacific, the ground echelon of the 92d began its move to England. Around the middle of August, the air echelon began its deployment to England by flying the North Atlantic route from Bangor, Maine to Newfoundland to Prestwick, Scotland. The 92d Bombardment Group was the first heavy bomber unit to fly this route, and the completion of the flight without the loss of a single aircraft not only brought forth a letter of commendation from General 'Hap' Arnold but also helped convince the War Department to accept the route for military use.

During the fall of 1942, the 92d flew its first combat mission over occupied Europe. Its baptism by fire came when the group attacked the Avions Potez Aircraft Factory at Neaulte, France, a plant being used as a repair depot by the Luftwaffe. In January 1943, the group moved to Alconbury Field, England, and was removed from combat status. However, it was hoped that the unit would soon be returned to combat. That dream came true when, during mid-May 1943, the 92d returned to combat status. The first mission flown was an attack on the shipyards at Kiel, Germany. In rapid succession there followed the famous raids on Heligoland and the submarine pens at Lorient and St Nazaire, France. Shipyards, sub pens, and airfields were the 92d's primary concern in the spring of 1943. During that summer, the unit turned its attention towards the enemy's gigantic industrial might, striking such targets as the synthetic rubber plant at Huls, aircraft factories at Nantes and other strategic targets. On one of the raids over Hanover, Germany, Second Lieutenant John C. Morgan earned the unit's first Congressional Medal of Honor.

As one of the steps toward gaining air supremacy over "Fortress Europe," the 92d turned its squadrons loose on the Luftwaffe airfields in France and Holland. The group also pressed its case against German industry with such notable raids as the one on the Bochum steel works and probably the most famous raids of the entire war, the attack on the ball bearing factories at Schweinfurt.

Throughout the remainder of 1943, strikes directed against airfields and port installations in Western Europe were interspersed with attacks upon targets at such distant and widely scattered places as Gdynia, Poland; Schweinfurt, Germany; and Knaben, Norway. Harbors and U-boat plants in Germany and robot or "buzz bomb" bomb sites in the Pas de Calais area had been added to the group's list of objectives.

On 27 September 1944 the 92d completed its 200th mission--

an attack upon the marshaling yards at Cologne. In its two years of duty in the European Theater, the group had acquired a great deal of combat experience and was then rated as the oldest of the heavy bomber groups in England. In addition to its activities in connection with strategic bombing, the 92d engaged in a number of special operations. In July of the same year, at the time of the St. Lo offensive, the group gave support to ground forces by acting as "flying artillery" for the troops of the U.S. First Army. On the 17th of September 1944, aircraft of the unit bombed gun emplacements and bridges in support of airborne operations in the Netherlands. During December 1944-January 1945, the group took part in the air phase of one of the most decisive battles during the entire war: the Battle of the Bulge, and in February of 1945 contributed to the coordinated air offensive against German lines of communication.

On the seventh of April, 1945, the 92d completed its 300th mission by attacking the Nazi airfields at Wesendorf. A week later it was used directly against the enemy ground forces in the Royan area near Bordeaux, where a pocket of German resistance still existed. With the bombing of the Skoda Armament plant at Pilsen, Czechoslovakia on 25 April, 1945, the 92d concluded its combat operations in WWII. During its months of service overseas, the group, a veteran organization with its share of famous names and awards, had flown a total of 310 combat missions.

The 92d was inactivated on the 28th of February 1946 at Istres, France, where it remained inactive until 4 August 1946 when it was activated as the 92d Bombardment Group (Very Heavy) at Fort Worth Army Field, Texas, and received the B-29 Superfortress.

CHAPTER THREE

THE 92D GETS A HOME

After only a brief stay at Fort Worth Army Air Field, the group was moved to Smoky Hill Air Field, Kansas, during October 1946, where it remained until June 1947. During that same month, the group was again moved to what would more or less become its permanent home, Spokane Air Force Base. On 15 July 1947, under the command of Colonel Albert J. Shower, the 92d completed its move. Almost three years to the day after the 92d arrived at Spokane AFB, the group was ordered to move to the Far East Theater under the command of Colonel Claude E. Putnam. Elements of the 92d began leaving the base on 4 July 1950 for Yokota AB, Japan, from which the attacks against Communist forces in North Korea were launched. Just eight days after the group was first alerted, it dropped its first bombs over North Korea.

While with the Far East Air Forces (FEAF), the group was part of Major General Emmett O'Donnell's FEAF Bomber Command and participated in the strategic bombing of key industrial targets in Korea. Those targets were soon knocked out and tactical operations were begun. They included cutting off vital North Korean supply lines, and bombing of supplies and troop areas in support of United Nations (UN) ground forces. While in the Far Eastern Theater, the group flew 836 sorties and dropped some 33,000 bombs totaling 7,500 tons.

Early in October 1950, the 92d was released by General Douglas MacArthur for return to the U.S. Shortly after its return, the outfit was redesignated as a Heavy Bombardment Wing at Spokane AFB. On the 29th of July 1951, the 92d received its first B-36 bomber called the "Peacemaker".

During the middle of 1953, the Wing participated in Operation Big Stick, which was among the first of a series of tests designed to measure the capabilities of the B-36 in a long distance flight. The exercise was the first time a B-36 had made a non-stop flight from the U.S. to the Far East and return. On 15 May 1955, the Air Force Outstanding Unit Award was officially presented to the Wing.

On 17 October 1954, the Wing deployed to Anderson AFB, Guam for a 90 day temporary duty (TDY) assignment until 13 January 1955 when the first increment of B-36 aircraft returned to Fairchild AFB (named after General Muir S. Fairchild, Vice Chief of Staff for Air, on 24 November 1950). Again, beginning on 13 April 1956, the Wing flew to Anderson AFB on Operation Crosswind for a second 90 day TDY mission, returning on 11 July 1956. On 4 September 1956, the Wing separated from the 57th Air Division and the 92d Air Base Group was formed to carry out the housekeeping functions at Fairchild.

The first of October 1956 signalled the entrance of the Wing into the official conversion period (1 October 1956 - 15 October 1957) during which the B-36 aircraft was retired and the base became geared for the new B-52 "Stratofortress". Although the B-36 never dropped a bomb in anger, it more than served SAC as a primary weapon system for approximately half a decade. With Colonel C.A. Neeley, Wing Commander at the controls, the first B-52 arrived at Fairchild on 26 March 1957 and Operation Big Switch, the changeover to the jet bomber was well under way. During the late spring and summer of 1957, delivery of B-52Ds continued until the full complement of bomber aircraft had been received on 22 September.

The strike capabilities of the Wing were greatly expanded in July of 1957 with the activation of the 92d Air Refueling Squadron (92AREFS), previously stationed at Bergstrom AFB, Texas, where the crews flew converted B-29 bombers redesignated KB-29s. On 21 February 1958, the 92AREFS received its first KC-135 all-jet tanker, a process that continued until 11 September of that same year when the conversion was completed. The crews of the 92d didn't waste any time proving their superior capabilities. Six days after the squadron became operational, a 92AREFS crew shattered two world records by flying at a speed of 587.13 miles per hour while carrying a load of 22,046 pounds of fuel. Before the year had ended, the crews of the 92AREFS had established seven world speed records. The previous record had been set by the Soviet Union.

CHAPTER FOUR

THE AEROSPACE AGE

During April 1959, construction began on Atlas intercontinental ballistic missile launch complexes encircling Fairchild. On 1 April 1960, the 567th Strategic Missile Squadron (567SMS) was activated and assigned to the Wing, and made history as the first Air Force unit to include both manned aircraft and ICBMs under the same unit. In March 1962, the Wing was redesignated the 92d Aerospace Wing to emphasize the growing role the Wing had to play during the aerospace age.

In June 1960, the Wing experienced a reshuffling of units. The Wing's 327th Bombardment Squadron was assigned to the 4170th Strategic Wing at Larson AFB, Washington. Also in June, the 92d Bombardment Wing was awarded the Air Force Outstanding Unit Award, first Oak Leaf Cluster, by the Secretary of the Air Force Dudley C. Shart on 17 June 1960. On the first of March 1961, the Wing lost its 326th Bomb Squadron. The unit was transferred to the 4141st Strategic Wing at Glasgow AFB, Montana, leaving the Wing responsible for only one bomb squadron, the 325th (the 407th being inactivated on 26 February 1946).

By the end of September 1961, all nine of the Atlas ICBM complexes around Fairchild were completed and the Wing's 567SMS assumed full control of the complexes as SAC declared the missile sites at Fairchild operational. The 567SMS was one of the primary tactical units of the Wing until the spring of 1965 when its Atlas missiles were retired. During the short span of active duty, the 567th earned almost every major award which could be given to a strategic missile squadron.

Another addition to the Wing's arsenal occurred in 1961 when AGM 28B "Hound Dog" missiles were delivered. The first Hound Dog arrived aboard a C-133 on 2 November. Launched from beneath the wings of the B-52, the Hound Dog was designed to extend the punch of the bomber by knocking out enemy defenses and secondary targets.

Early in April of 1966, the first elements of the 43d Air Refueling Squadron (43AREFS) also equipped with the KC-135 all jet tanker, were transferred to Fairchild from Larson AFB, Washington. Larson, located near Moses Lake, Washington, was eventually closed and Fairchild became the 43d's third home.

CHAPTER FIVE

SOUTHEAST ASIA

During 1968, the year termed by many as the height of the Vietnam Conflict, the 92d Strategic Wing had been involved in Southeast Asia for exactly four years. The Wing began it's support on 25 September 1964 when as a result of the Tonkin Gulf episode, it deployed a KC-135 Stratotanker to the Philippines. The tanker, along with others, refueled fighters involved in air operations over Southeast Asia. The Wing's tanker returned at the end of October and another KC-135 from Fairchild replaced it in November.

As military operations in Vietnam escalated in 1965, the demand for air refueling increased. In March 1965, an operation for the air refueling of tactical forces, nicknamed Young Tiger, was established. The 92SAW was tasked from 1965 through 1968 to supply tankers and crews for the operation. From March 1965 to March 1968, 47 crews and 25 KC-135s from the Wing flew air refueling missions for fighters in Southeast Asia. The Wing's participation somewhat was somewhat sporadic most of 1965, but it was greatly increased in the spring of 1966. From April through June, the 92d provided seven tanker crews who flew 526 air refueling missions. From then on, the 92SAW had an average of four tankers and crews deployed to Southeast Asia for fighter air refueling operations.

While in Southeast Asia, tanker crews provided numerous "saves", where an unscheduled refueling meant the difference between going down and returning home. Tankers from the Wing were credited with approximately 30 of those "saves" during the four years the Wing sent it's KC-135s to Southeast Asia.

B-52 Stratofortresses from the Wing also made their debut in Southeast Asia. They flew for Operation Arc Light, the nickname for bombing missions in Vietnam. Tankers were also a part of Arc Light, by refueling B-52s to and from selected targets. The Wing first became involved in Arc Light activities in November of 1965 when it supplied two tankers and crews for a brief time. In October 1966, the 92SAW stepped up it's support. Two B-52 bombers, three KC-135s and a small augmentation team from the Wing deployed for 45 days to Anderson AFB, Guam. From then until March 1968, approximately 11 B-52s, 17 bomber crews, 11 KC-135s and 12 tanker crews deployed to Anderson for 60 day intervals.

On 1 April 1968, a major part of the 92SAW deployed for six months to Southeast Asia for Operation Arc Light. The Wing sent it's 325BMS, one of it's tanker squadrons, and more than 1,000 support personnel to the forward area. The Wing's two tanker squadrons split the duties for the operation. The

43AREFS deployed first, and the 92d replaced it at the end of June. The 92SAW encountered no problems in assuming its war duties in Southeast Asia.

The primary mission of the Wing as a major cadre unit under the 3d Air Division was to conduct aerial bombing against Viet Cong strongholds in Vietnam. Bombing crews had a difficult task, however, for the first time since the early days of WWII, strategic bombing crews were called upon to render close support to ground forces. Within the six month tour, B-52 crews flew nearly 2050 sorties over enemy territory, logging 14,000 flying hours and dropping approximately 50,000 tons of bombs. Crews from the 92SAW flew missions over such targets in support of military operations in Khe Sanh, Vinh Binh Province, and the A Shau Valley. By 23 September, most of the Wing had returned to Fairchild.

During the remainder of 1968, none of the Wing's bombers supported any further Arc Light activity. However, tanker crews weren't so lucky. The 92SAW continued to provide individual crews and aircraft in support of Young Tiger operations as well as several other activities dealing with deployment of tactical aircraft to and from Southeast Asia.

Again, during 1969, increasing enemy activity within Southeast Asia necessitated the presence of the 92SAW. As during the previous Arc Light tour, Fairchild's crews were called upon to provide close tactical support to ground forces. In the course of the 189 day TDY period, crews from the 92d participated in missions under the auspices of the 4133d Bombardment Wing (Provisional) and made significant contributions to victories of ground forces in such clashes as the battle of Ben Het in June and July. At the end of their 189 day stay, bomber crews had dropped more than 63,000 tons of bombs and had logged more than 11,700 flying hours with 1,700 sorties.

The conversion to G-Model B-52s began officially on 16 October 1970 with the arrival of the first B-52G. Throughout the remainder of the year, the newer aircraft kept arriving as the older "Ds" were turned over to other units still using the aircraft. Conversion was officially completed New Year's Day 1971 with the assumption of the B-52 alert commitment using an all G force.

A major communist offensive rivaling that of the Tet Offensive in 1972 again sent bomber crews to Anderson AFB, beginning in late May 1972 as part of the Arc Light bombing surge nicknamed "Bullet Shot". In the meantime, effective 1 July 1972, the 92SAW was redesignated the 92d Bombardment Wing (Heavy). On 21 December 1972, the 92d suffered its first and only loss of a B-52 in combat when during a nighttime

raid on Hanoi, a Fairchild crew was lost over North Vietnam when their aircraft was struck by enemy fire. The plane exploded in a ball of fire and eyewitnesses in the following aircraft saw no parachutes. Shortly after the initial report, the names of Lt Col James V. Nagahiro and Capt Lynn R. Beens turned up on North Vietnamese prisoner of war lists. After several weeks of captivity, the two prisoners of war were released, with the others listed as either killed or missing in action. The rest of the deployed forces stayed on to fly further Arc Light missions into Cambodia, until recalled during the fall of 1973.

CHAPTER SIX

A TIME OF PEACE, A TIME OF CHANGE

From 1974 to the present, the Wing has been involved in many peace time tests and special missions, always maintaining a readiness stance. That readiness capability was put to the test in August 1976 when the United States military went into an increased readiness stance due to an incident in the Demilitarized Zone separating North and South Korea. As a result of the confrontation, two United States Army officers were killed, and the United States Military was put on "alert stance", in case hostilities began to break out. As a precautionary measure, the Air Force deployed several F-4 and F-111 aircraft to Korea from Kadena AB, Okinawa and from Mountain Home AFB, Idaho, respectively. The deployment was a success due to the refueling involvement of KC-135s and aircrews belonging to the 92BMW.

On 18 May 1980, the Wing was faced with another serious challenge. Deployment actions were tested when mother nature decided to act up. On a sultry Sunday afternoon, Mount Saint Helens, a dormant volcano in Southwestern Washington, erupted, spewing volcanic ash thousands of feet into the atmosphere. Within a matter of a few hours, the ash had advanced on Fairchild, then celebrating its open house. Security Police assigned to the base were required to evacuate some 75,000 personnel from the flightline area, and operations personnel were forced to evacuate several visiting aircraft before the advancing ash started to fall. With the last of the visiting personnel departing the base and most of the aircraft airborne, the ash began to engulf the Pacific Northwest. For a week, ash slowly drifted over the state of Washington. After the holocaust, Fairchild had received an official measurement of two inches. However, the angry mountain wasn't finished with the Wing. Again, on 22 and 23 May, the mountain blew. Another major eruption sent more of the abrasive ash into the air, but this time the 92nd was prepared. Upon notification of the eruption, the Wing immediately dispatched its aircraft to Northern California SAC bases until the danger passed. Fortunately, the winds changed and the ash blew in a more southerly route into Oregon and the aircraft returned shortly thereafter.

In 1982, Colonel Allen, 92BMW Commander received notification that the 92d would be one of the first bomb wings to receive the Offensive Avionics System/Air Launched Cruise (OAS/ALCM) Missile. Work began in January 1983 to prepare Fairchild for its new weapon system. The Wing was scheduled to receive its newly modified B-52s in September 1983.

The 92d again became the forerunner as the first Strategic Air Command base to deploy its assigned aircraft, while the runway received a badly needed facelift. To permit this, the 92d deployed its aircraft and personnel to Grant County Airport, Washington (formally, Larsen Air Force Base) and Grand Forks Air Force Base, North Dakota. Although the operation, nicknamed "Busy Moses," began on 7 May and was completed on 8 August 1983, planning started about a year before the move. About 9 months prior to the move, Colonel Allen established a Runway Closure Office with two Lt Colonels assigned full time. Lt. Col. Terry Jones represented Operations and acted as the overall coordinator for the project. Lt. Col Donald Shelhammer acted as the maintenance representative. Captain Mary May joined the Runway Closure Office later and worked with the Morale, Welfare, and Recreation (MWR) and support areas.

The Grant County Airport was selected as the deployment site because of the close proximity to Fairchild, the 13,000 plus foot runway, and the ideal flying conditions. Personnel, supplies, and equipment could be transported by road in a little less than 2 hours. Parts could be recycled through the shops at Fairchild, and aircrews could be bussed to the aircraft.

The 92d Bombardment Wing's operation activities left Fairchild AFB as Busy Moses commenced.

The first convoy loads of equipment and support personnel headed for Moses Lake on 2 May. Once an adequate number of maintenance and security personnel were on hand, and living arrangements were made for them, the Wing started the large job of deploying its aircraft to Moses Lake, Washington and Grand Forks AFB, North Dakota. The first of the Wing's aircraft flew out of Fairchild AFB on 16 May. Over the next couple of weeks, aircraft activity at Fairchild lessened as the Wing's B-52 alert force aircraft and crews were ferried to Grand Forks AFB, North Dakota; the KC-135 tanker alert force and the remaining bombers and tankers flew to Moses Lake.

A convoy of over twenty government vehicles made the 110-mile trip to Moses Lake on 9 May. The convoy included security vehicles, busses, trucks, and heavy maintenance equipment on semi-flatbeds. Despite cold and damp weather, the convoy left Fairchild before noon. "News Reporter" Ken Niles and a cameraman from KXLY-TV recorded the event for broadcast on the evening news.

Due to the depleted vehicle force at Fairchild, constraints were placed on Government Vehicle (GOV) use on base. Vehicles were not available for Morale, Welfare, and Recreation activities, club use, or chapel use. To ease the travel constraints between the base and the forward operating location (FOL), 1st Lt. Donald VanDine, 92nd Transportation Officer, scheduled daily shuttle bus runs between the two points. The shuttle runs took pressure

off the thinly stretched GOVs by transporting people, supply items, aircraft parts and paperwork from the base to the FOL. People signed up for the shuttle by calling transportation dispatch and then loading up at the Deel Recreation Center as it became a central pickup point. The same system brought people home from Moses Lake. Break-downs were inevitable as the vehicles logged many extra miles on the trek from one location to another. Vehicles most susceptible to breakdowns included units like step-vans that generally traveled short distances and at low speeds. The 110 miles between the two points left its mark of wear and tear on engine and transmission systems.

The annual Base Open House on 22 May marked the last day aircraft used the flightline and runway at Fairchild. In the hours after the nearly 65,000 visitors left Fairchild, more than 50 visiting aircraft departed the base. The last of the Wing's aircraft flew out that evening in accordance with contract requirements stating all aircraft would be gone by midnight.

After all the 92ds aircraft arrived at Moses Lake, personnel got to the main job at hand - the mission. Colonel Byrd, 92BMW Deputy Commander for Operations, stated the mission of the Wing was two-fold in nature while at Moses Lake. First, the Wing needed to be able to fulfill its Emergency War Order (EWO) requirements, and secondly the Wing had to keep its aircrew training "up to speed".

Grant County Housing Authority provided quarters in the old Larsen AFB "wherry" housing units. Although the houses had been freshly painted inside, the exteriors were in bad shape and lawns did not exist. Base Civil Engineers supplied water hoses and sprinklers, so in most cases the lawns looked better than when Fairchild's personnel arrived. The furniture supplied in the houses included GI-style bunks beds and ranch oak dressers. The Wing had two-, three-, and four-bedroom houses with two people per room. The 92d rented stoves and refrigerators from the Housing Authority. Although the refrigerators proved necessary, in most cases the stoves were not used.

Maintenance and security personnel made up the majority of people at Moses Lake, with 400 and 115 respectively. Maintenance deployed on a 2-week schedule; security and communications personnel stayed at Grant County Airport for the duration of the deployment. Most support functions usually had a 1-week schedule. Either the Wing Commander or Vice Wing Commander stayed at Moses Lake for the entire period. The Deputy Commander for Maintenance (DCM), Deputy Commander for Operations (DCO), or their assistants were also present. The Base Commander's function was filled either by the Deputy Commander for Resource Management (DCR), Assistant DCR, Base Commander or his deputy. Operations had a Squadron Commander or Operations Officer from the 325th BMS,

92ARS, or 43ARS on hand at the airport whenever flying was conducted. The 92d Safety Office also had a representative during flying operations.

Maintenance's capability to turn aircraft and Operation's ability to supply aircrews dictated the flying schedule. The 92d originally scheduled 12 B-52s per week and later increased sortie production by flying "hot seat swaps" from the Spokane International Airport.

Colonel Biancur, 92BMW Vice Commander, stated, "...the 92BMW by far exceeded the expectation of the entire deployment. We flew more, fixed more, and kept high morale for the entire period and did it safely. The spirit of cooperation among the citizens of Moses Lake and the 92BMW was kept at a high degree. The civilian community went out of their way to make us welcome and feel at home. They were extremely complimentary of our people on their behavior and professionalism. It was a good summer camp."

The acquisition of the Air Launched Cruise Missile (ALCM) to the Air Force weapon inventory became a reality in the fall of 1983 as Fairchild received its first shipment. The ALCM gave the Air Force the advantage of better survivability for the B-52s, since the aircraft did not have to penetrate enemy territory in order to strike targets. The ALCM could be fired from as far as 1500 miles from the target, could fly at undetectable altitudes, follow the terrain and be able to strike its target. In addition to the ALCM, the first Fairchild modified B-52G arrived on 9 September 1983, piloted by Colonel John R. Allen, Jr., Wing Commander. The modification platform was the offensive avionics system (OAS), which was a computerized electronic navigational guidance system. The OAS was designed to enhance and meet the needs for an improved B-52G/H weapon delivery system.

As the modified aircraft continued to arrive, aircrews began an intensive training program to familiarize themselves with the particulars of the OAS. Aircrew schedulers were tasked to ensure aircrews remained proficient in flying activities. Maintenance personnel were equally busy. With the recently completed Integrated Maintenance Facility, munitions maintenance personnel were kept busy as the flow of ALCMs continued to arrive. Maintenance personnel were also receiving and inspecting the newly modified OAS-B-52s as they were returning from the depot's.

The spring of 1984 brought with it numerous inspections and evaluations by higher headquarter agencies. The Headquarters SAC Civil Engineering and Services Management Assistance Team (CESMET) arrived to review the management practices of the civil engineering and services squadrons. Following their visit, the Headquarter SAC Inspector General arrived for a ten day inspection. The inspection encompassed the Wing operational readiness, management effectiveness, disaster preparedness response and capability, and nuclear surety activities. The Wing received a Satisfactory rating and there were 76 individuals recognized by the Inspector General as professional performers. The list of professional performers represented the largest number of recipients, of any Fairchild inspection, by the Inspector General.

On 29 August 1984, the reigns of the 92nd Bombardment Wing were relinquished, by Colonel John R. Allen, Jr., to Colonel James W. Meier. Colonel Allen was reassigned as the Senior Military Advisor to the Director of the Arms Control and Disarmament Agency in Washington D.C. Lieutenant General James E. Light, Jr., Commander, Fifteenth Air Force, March Air Force Base, California, presided over the ceremony.

Today, the Wing is involved in an ever-ready posture to respond to any foreign aggression, should the need arise. Colonel Meier said his number-one priority is mission accomplishment and taking care of people. The mission readiness includes the numerous special training missions, such as the sea surveillance BUSY OBSERVER and simulated combat missions called RED and MAPLE FLAG. Also, in an attempt to keep the men and women of the Wing proficient, the 92d participates in the SAC-wide BOMB-NAV Competition held once a year at Barksdale AFB, Louisiana.

The 92nd Bombardment Wing has added greatly to the history of the United States Air Force, through its combat performances, peacetime leadership, and constant readiness. Unknown are the challenges of the future, but you can be sure the people and aircraft of the 92nd Bombardment Wing will be more than equal to the challenge.

AWARDS AND HONORS

GIVEN TO THE 92D BOMBARDMENT WING

WORLD WAR II BATTLE HONORS

Antisubmarining
Normandy
Northern France
Ardennes - Alsace
Central Europe
Rhineland
Air Offensive, Europe

UNITED NATIONS CAMPAIGN (KOREA)

United Nations Defensive, June - September 1950
United Nations Offensive, September - November 1950
Korean Presidential Citation, 1950

DISTINGUISHED UNIT CITATIONS

For Action Over Germany, 11 January 1944
For Action Over Merseburg, Germany, 11 September 1944

UNITED STATES AIR FORCE AWARDS

Air Force Outstanding Unit Award (AFOUA)
22 August - 11 September 1953
AFOUA w/First Oak Leaf Cluster
3 March - 6 December 1959
AFOUA w/Second Oak Leaf Cluster
1 January - 31 March 1962
AFOUA w/Third Oak Leaf Cluster
1 July 1967 - 30 June 1968
AFOUA w/Fourth Oak Leaf Cluster
1 July 1969 - 30 June 1970
AFOUA w/Fifth Oak Leaf Cluster
1 July 1976 - 30 June 1977

WING COMMANDERS OF THE

92D BOMBARDMENT WING

<u>GRADE/NAME</u>	<u>EFFECTIVE</u>
Col Albert J. Shower	Jul 1947
Col Claude E. Putnam	Jun 1950
Col David Wade	Feb 1951
Col James V. Edmundson	Nov 1952
Col Jack J. Catton	Mar 1954
Col Ronald A. Campbell	Jul 1955
Col Clarence A. Neely	Aug 1956
Col Donald E. Hillman	Jan 1958
Col Lester R. Miller	May 1959
Col David I. Liebman	Aug 1962
Col Edison F. Arnold	Jun 1964
Col Alex W. Talmant	Mar 1966
Col Woodrow A. Abbot	Jun 1967
Col Robert H. Gaughan	Jan 1968
Col Frank W. Elliott, Jr.	Jul 1969
Col Richard F. Heller, Jr.	Jan 1970
Col Clyde R. Denniston, Jr.	Jan 1971
Col Donald L. Keplinger	Jun 1971
Col Martin C. Fulcher	Apr 1973
Col Louis C. Buckman	Feb 1974
Col John R. Steward Jr.	Jun 1975
Col Philip A. Brennan	Apr 1976
Col Alan H. Lancaster	Jun 1977

(Continued)

<u>GRADE/NAME</u>	<u>EFFECTIVE</u>
Col John A. Shaud	Jun 1978
Col David R. Moore	Jun 1980
Col Charles A. May, Jr.	Jul 1981
Col John R. Allen, Jr.	Aug 1982
Col James W. Meier	Aug 1984

LIST OF STATIONS

<i>Barksdale Field, Louisiana</i>	<i>1 Mar 1942 - 16 Mar 1942</i>
<i>MacDill Field, Florida</i>	<i>16 Mar 1942 - 17 May 1942</i>
<i>Bradenton Field, Florida</i>	<i>19 May 1942 - 19 Jun 1942</i>
<i>Westover Field, Massachusetts</i>	<i>20 Jun 1942 - 28 Jun 1942</i>
<i>Dow Field, Maine</i>	<i>29 Jun 1942 - 25 Aug 1942</i>
<i>Prestwick, Scotland</i>	<i>26 Aug 1942 - 28 Aug 1942</i>
<i>Bovingdon, England</i>	<i>29 Aug 1942 - 3 Jan 1943</i>
<i>Alconbury, England</i>	<i>4 Jan 1943 - 15 Jun 1945</i>
<i>Istres Field, France</i>	<i>15 Jun 1945 - 28 Feb 1946</i>
<i>Fort Worth Field, Texas</i>	<i>4 Aug 1946 - 14 Jul 1947</i>
<i>Spokane AFB, Washington</i>	<i>15 Jul 1947 - 4 Jul 1950</i>
<i>Yokota AB, Japan (Forward Operating Location)</i>	<i>6 Jul 1950 - 25 Oct 1950</i>
<i>Spokane AFB, Washington</i>	<i>26 Oct 1950 - 24 Nov 1950</i>
<i>Fairchild AFB, Washington</i>	<i>4 Nov 1950 - Present</i>
<i>Grant County Airport, Moses Lake, Washington (Forward Operating Location)</i>	<i>7 May 1983 - 6 Aug 1983</i>

DESIGNATIONS

92d Bombardment Group (Heavy)	1 March 1942
92d Bombardment Wing (Heavy)	October 1950
92d Strategic Aerospace Wing	March 1962
92d Bombardment Wing (Heavy)	1 July 1972

TYPES OF AIRCRAFT

B-17 "Flying Fortress"	1 March 1942 - 28 February 1946
B-29 "Superfortress"	4 August 1946 - 28 July 1951
B-36 "Peacemakers"	29 July 1951 - 25 March 1957
B-52 "Stratofortress".	26 March 1957 - To Present
KB-29 "Tanker"	13 September 1957 - 20 February 1959
KC-135 "Stratotanker".	21 February 1959 - To Present

B-17G "FLYING FORTRESS"

SPECIFICATIONS

Powerplant: 4 X 1,200hp Wright Engines
F-1820-97 Radial

Dimensions:

Span: 103' 9"
Length: 74' 4"
Height: 19' 1"
Wing Area: 1,420 sq ft

Weights:

Empty: 36,135lbs
With Avg Bomb Load: 65,500lbs

Performance:

Maximum Speed: 288mph at 25,000ft
Service Ceiling: 35,600ft
Range: 2,000 miles with 6,000lb bombs

Armament:

13 .50caliber Machine Guns
17,600lbs bombs

Crew: 10

The B-17G was the mainstay of the bomber force during World War II. The Army Air Force dropped over a million tons of bombs during the war over enemy targets in both the European and Pacific Theaters.



A B-17 receives flak as it approaches its target. The photo was taken by a crewmember from another 92d Bomb Group aircraft.



A huge explosion reaches skyward from the area near the I.G. Farbenindustrie chemical plant in the river front district at Ludwigshafen, Germany as one of the attacking B-17s of the 92d hours overhead on 27 May 1944. As a result of the bombing mission, fires spread unhampered over a large area causing extensive damage. The smoke to the right is from hits scored on a nearby marshalling yard. Note the top gun turret, just above the cockpit. The guns were turned to meet enemy fighters, always present to ward off allied bombers on missions such as this one.



Enroute to their targets from their bases in England, 92d Bomb Group B-17s leave contrails in the oxygen sparse atmosphere.

B-29 "SUPERFORTRESS"

SPECIFICATIONS

Powerplant: 4 X 2,200hp Wright Engines
F-3350-23-41 or 57 radial engines

Dimensions:

Span: 141' 3"
Length: 99' 0"
Height: 29' 7"
Wing Area: 1,736 sq ft

Weight:

Empty: 71,360lbs
W/Payload: 141,100lbs

Performance:

Max Speed: 358mph at 25,000ft
Service Ceiling: 31,850ft
Range: 4,100 miles with 16,000lbs bombs

Armament: 10 .50 caliber machine guns
1 20mm cannon
20,000lbs bombs

Crew: 10

The B-29 was the primary bomber used by the newly formed Air Force during the Korean Conflict.



The crew of the B-29 "United Notions." The crew was stationed at Yokota AB, Japan during the 92d Bomb Groups involvement in the Korean Conflict. Note the interesting "nose art" on the aircraft. Top row: (left to right) Aircraft Commander, 1Lt J. Patrick, Copilot, 1Lt J. Murphy, Navigator, 1Lt J. Wood, Bombardier Capt J. Cole, Radar/Navigator Maj H. Chatfield. Bottom row: (L to R) Flight Engineer MSgt J. Goslin, Radio Operator SSgt R. Doty, 580 Top Gunner SSgt A. Conder, 612 Right Gunner Sgt E. Hoddson, 612 Left Gunner SSgt W. Agnes, Tail Gunner 612 P. Lenart.



A 92d Bomb Group B-29 drops its payload on an enemy stronghold over North Korea.



The KB-29 Tanker "Ma" and its receiver, "Pa", a B-29 "Superfortness". During the flights, B-29s were converted into tankers, the first basic prototype of tankers which eventually led to the KC-135 "Stratotanker". Basically, the refueling pod was the tail gunners area (note the window in the rear of the plane) converted into a makeshift boom operators functional area. From the window the boom operator could visually observe the refueling as it progressed. Fuel storage cells within the bomb bay, called bladders, were installed to hold fuel.

B-36 "PEACEMAKER"

SPECIFICATIONS

Powerplant: 6 X 3,500hp Pratt and Whitney R-4360
41 radial engines and 4 X 5,200lb thrust General Electric
J47-GE-19 Turbojets

Dimensions:

Wing Span: 230' 0"
Length: 162' 1"
Height: 46' 8"
Wing Area: 4,772 sq ft

Weight:

Empty: 158,843lbs
W/payload: 357,500lbs

Performance:

Maximum Speed: 439mph at 32,120 ft
Service Ceiling: 45,200 ft
Range: 7,500 miles

Armament: 6 twin 20mm cannons
86,000lbs bombs

Crew: 15

The B-36 "Peacemaker" superseded the B-29 as SAC's primary bomber during the 1950's, and provided the Air Force with a long-range dependable aircraft. Although the B-36 never dropped a bomb or fired its weapons in anger against an enemy target, it did serve as a threat to any foreign aggression as the mainstay of SAC's mission of deterrence.





B-29 Flying over Korea



ATLAS INCONTINENTAL BALLISTIC MISSILE
(ICBM)

SPECIFICATIONS

Range: 5,5000 miles (estimated)

Launch design: vertical takeoff

Dimensions:

Length: 75ft

Diameter: 10ft

Airframe: One and one-half stage

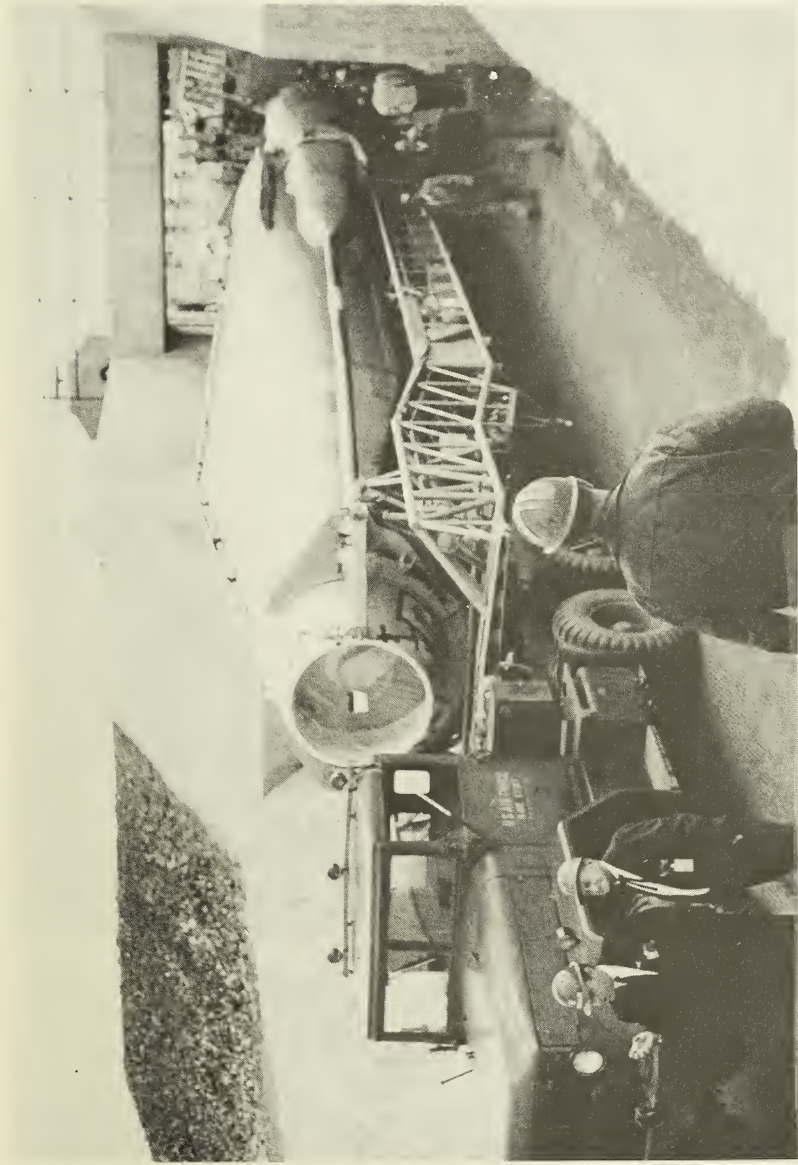
Fuel: Liquid (kerosene/liquid oxygen)

Engines: General Electric (2)

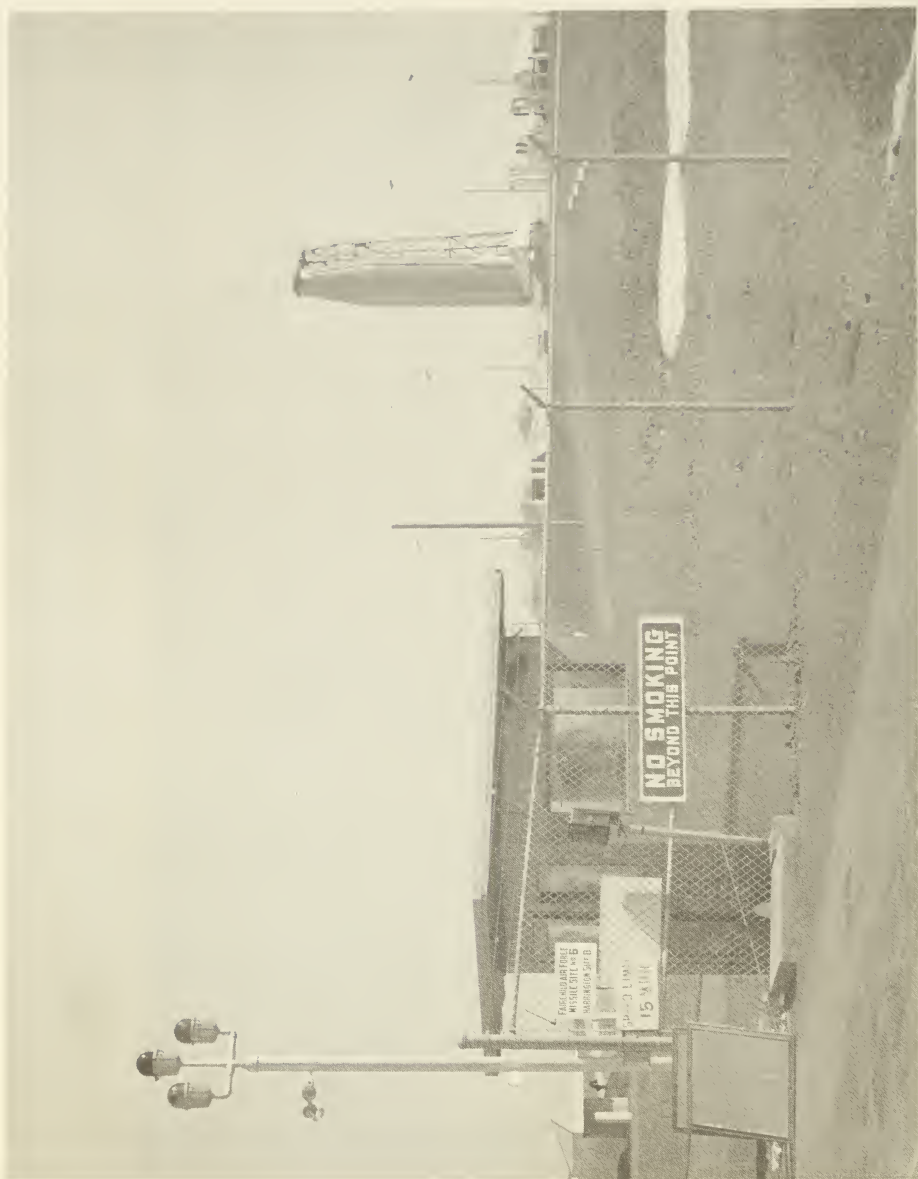
Thrust: 150,000lbs a piece

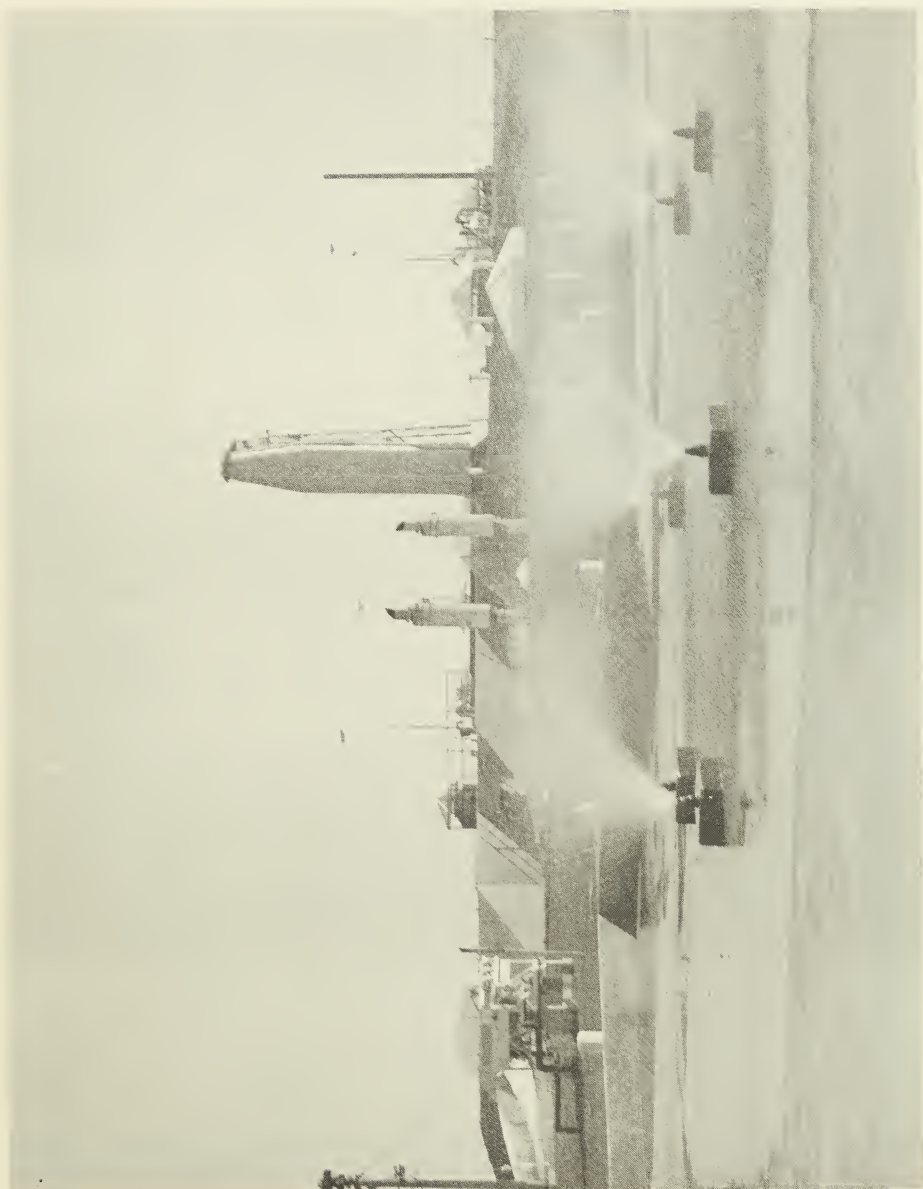
Launch weight: 200,000lbs

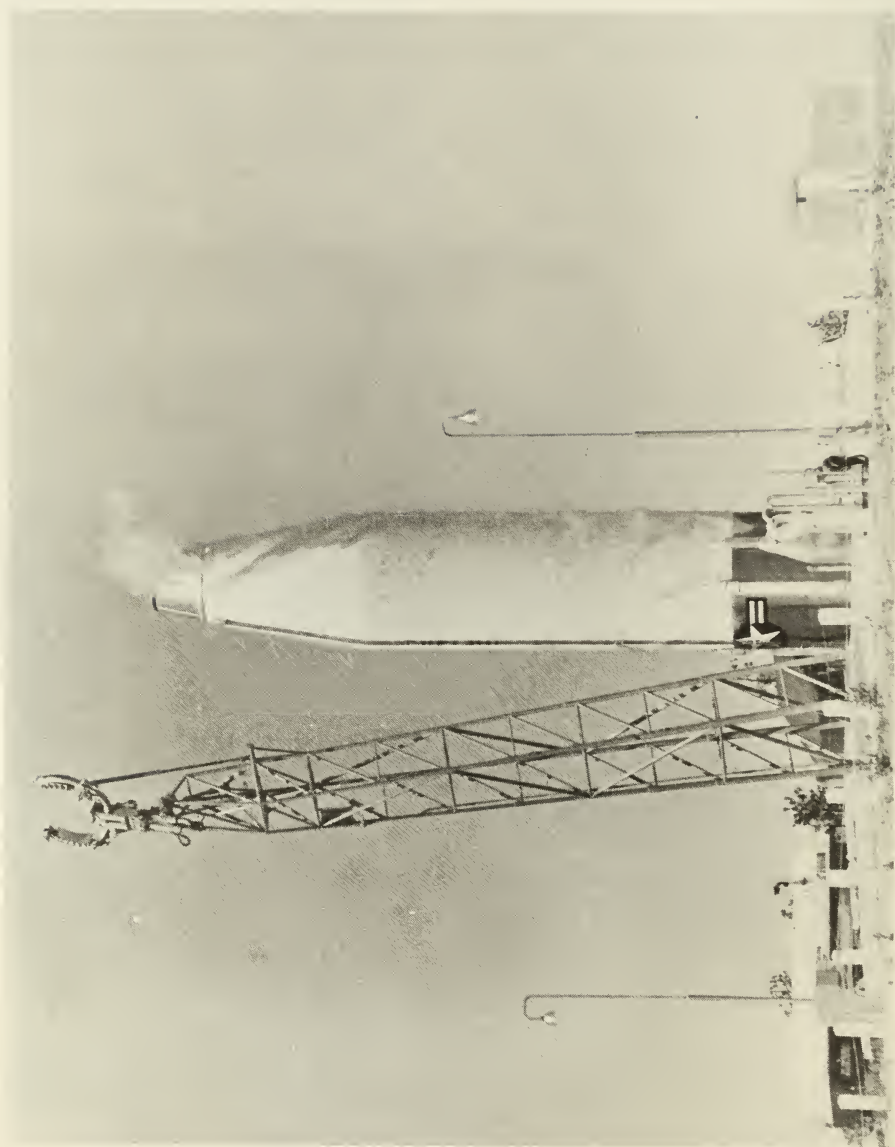
Guidance: Inertial (self guided)

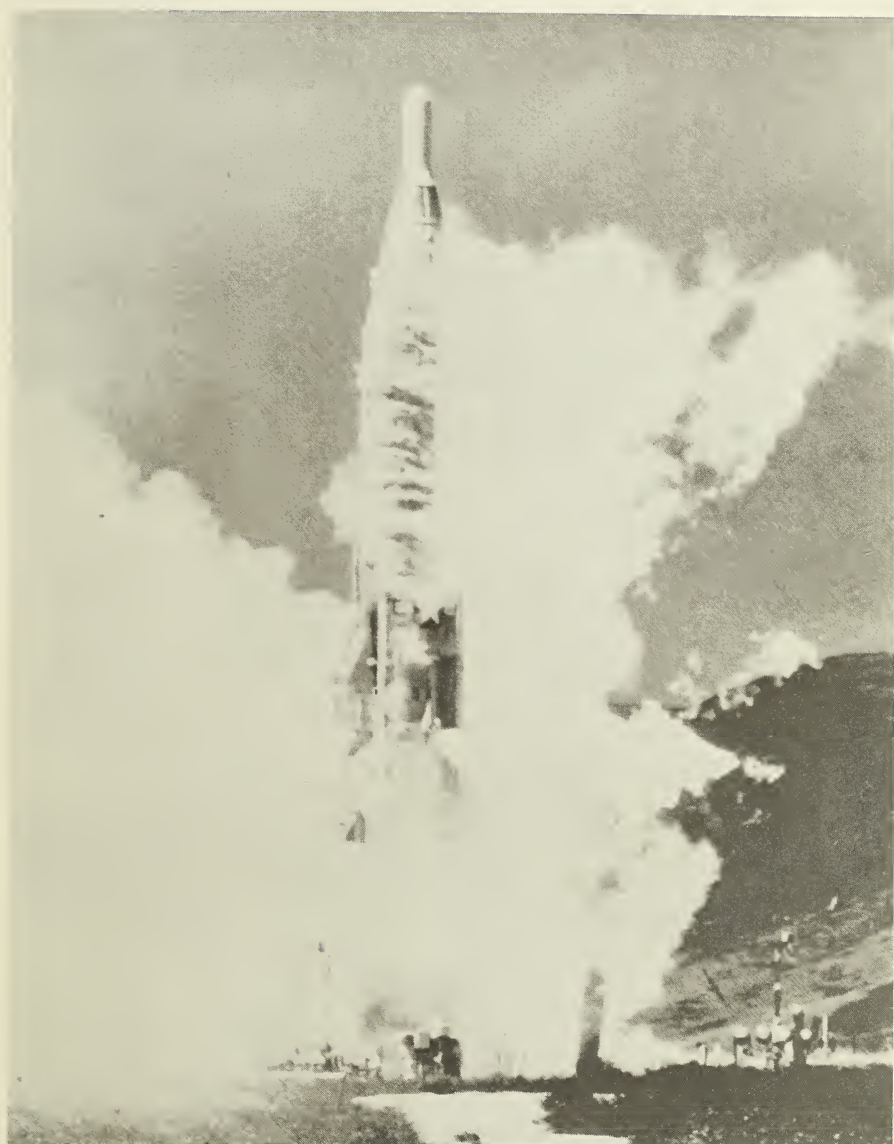


A 928MW missile crew from the 567th Strategic Missile Squadron (567SMS) prepare to lower an atlas into its silo near Davenport, Washington. The Atlas was the Air Force's first guided ballistic missile and performed flawlessly during its years of operation. Upon its retirement, it was superseded by the Titan Missile and later on the Minuteman Missile line. The Atlas booster was used to launch John Glenn, one of America's first astronauts to orbit the earth during NASA's Mercury space program.









B-52G "STRATOFORTRESS"

SPECIFICATIONS

Takeoff weight - more than 488,000 pounds

Speed - 650 miles per hour

Number of engines - 8

Thrust per engine - more than 10,000 pounds

Range - more than 7,500 miles

Altitude - above 50,000 feet

Armament - four 50-caliber machine guns

Bomb load - more than 20,000 pounds

Dimensions:

Span - 185ft

Sweepback - 35 degrees

Length - 160ft

Height - 40ft

Status - Operational

The B-52 replaced the B-36 as SAC's primary strategic bomber and Fairchild received it's first in October of 1957. The B-52 has since that time been on 24-hour-a-day alert at United States and overseas bases.



Two maintenance workers prepare to upload a Hound Dog Missile aboard a B-52D. The first Hound Dog arrived at Fairchild aboard a C-124 transport aircraft on 21 November 1962. The AGM-77 was a highly elusive miniature supersonic missile with a self contained navigational system, and was capable of elusive maneuvers to penetrate enemy defenses to reach its target. Another little interest item was the missile could also be programmed to head for a false target then made to take an abrupt turn and head for its programmed target.



A B-52 fires a Short Range Attack Missile (SRAM) for test purposes. The SRAM eventually replaced the Hound Dog and other missile systems during the 1974-75 time period. The SRAM provided SAC crews with a supersonic inertially guided missile of near pin-point accuracy, and weighed substantially less than any of its predecessors.



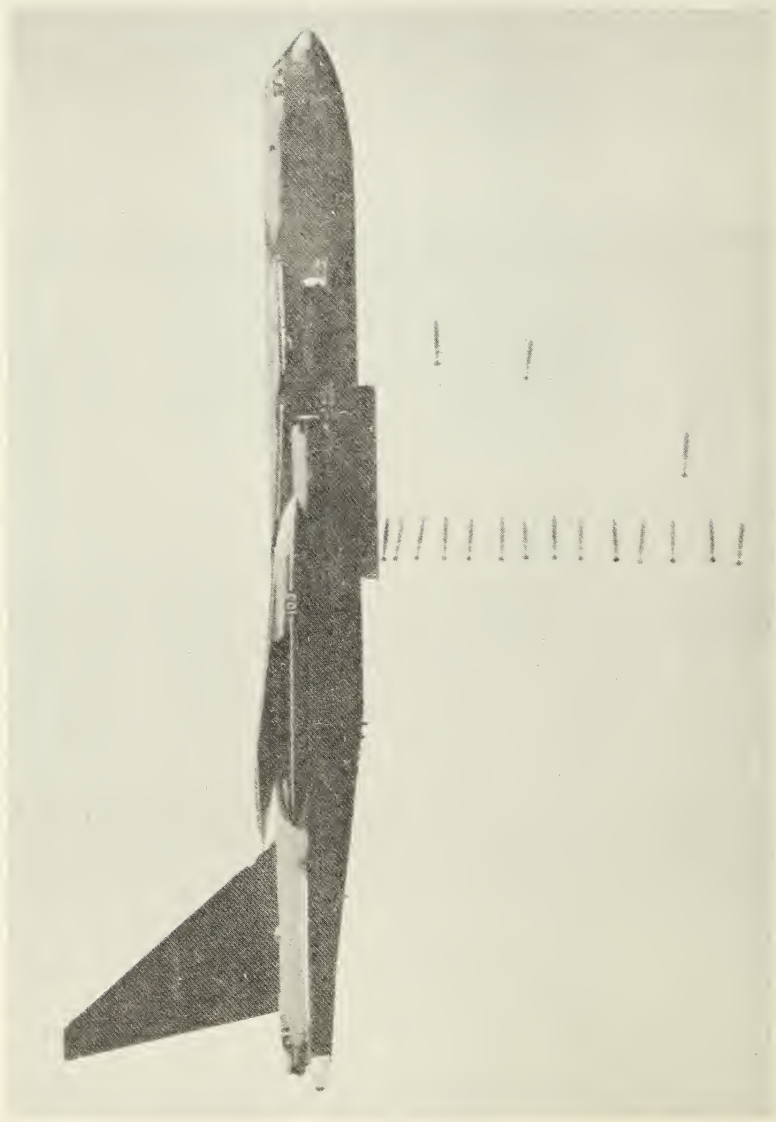
Armed with thousands of pounds of bombs, B-52 "Stratofortresses" reached areas previously considered a sanctuary for enemy ground troops. Dispatching their bombs from extremely high altitudes and unseen by the enemy, the B-52s constantly kept the enemy forces on the move both day and night with their precision bombing. This was a typical mission many of the 92BMW crews flew and were one of the key factors to the successes of such campaigns as A-Shau Valley and were instrumental in defeating the Viet Cong after severely brutalizing the U.S. Marines at Khe Sanh.



A Strategic Air Command (SAC) B-52 Stratofortress releases a string of 750-pound bombs over a coastal target. Flying daily strikes, SAC crewmen harassed Viet Cong Forces from the coast to the mountainous highlands in the Republic of Vietnam. October 1965.

A B-52 aircraft on a bombing mission over South Vietnam refuels from a KC-135 tanker. 1967



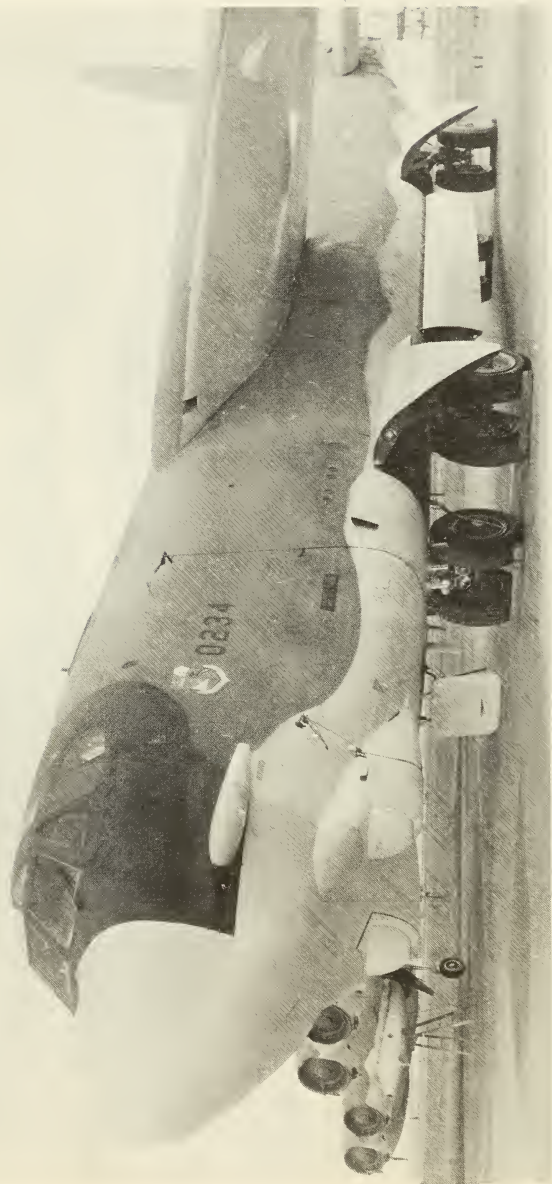


SYMBOL OF SECURITY -- Shown releasing a conventional bomb load, this B-52 with serial number 50100 is now on permanent display in Arc Light Park on Guam as a memorial to airmen who flew, fought and died in the Vietnam Conflict. B-52s entered the USAF inventory in 1955. (U.S. Air Force Photo)



Top photo: A B-52G prepares to take off during the flying phase of an Operational Readiness Inspection (ORI). Bottom Left: A B-52D drops bombs on Viet Cong strongholds over South Vietnam.





The B-52 of the 1980s, guardian of peace. Today, the B-52 often older than the men that fly or work on it. Built in the mid-'50s and scheduled to be replaced sometime in the mid to late '80s, SAC's B-52 force has more than served its purpose, some of the aircraft reaching their thirtieth birthday with over 100,000 hours flying time on their airframes. Note the two pods beneath the aircraft, just behind the nose. When opened, allow the pilot and copilot to see the runway and area surrounding the aircraft with the windows covered to keep the crew from becoming blinded during a nuclear blast.

KC-135 "STRATOTANKER"

SPECIFICATIONS

Takeoff Weight: 297,000lbs

Type: Heavy Tanker-Transport

Weight:

Empty: 98,564lbs

Normal: 245,000lbs

Maximum: 297,000lbs

Performance:

Maximum speed: 624mph at 25,000ft

Cruising speed: 592mph at 35,000ft

Radius of action: 1,150 miles

Initial rate of climb: 21.6ft/sec

Dimensions:

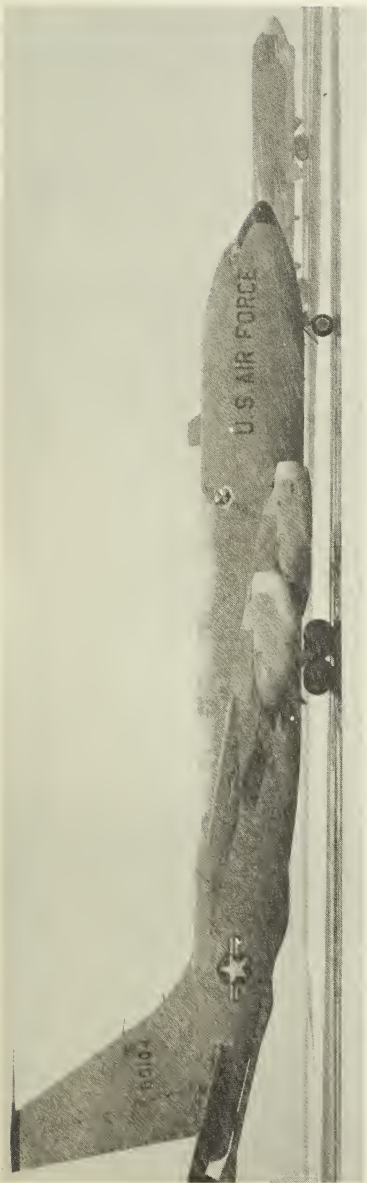
Wing span: 130' 10"

Length: 136' 3"

Height: 38' 4"



KC-135 STRATOTANKER -- As the single manager for Air Force aerial refueling operations, SAC operates a fleet of nearly 600 KC-135 tankers. Besides its own aircraft, SAC refuels aircraft of Pacific Air Forces, Tactical Air Command, Aerospace Defense Command, and U.S. Navy and NATO aircraft. (U.S. Air Force Photo)



Top: A KC-135 Tanker waits its turn for takeoff during an ORI. In all probability, it will meet with the B-52 in the background for mid-air refueling. Bottom: A 92B1W Tanker lifts off the Fairchild runway on a training mission. Note the darker exhaust coming from the engines. The darker exhaust is a result from using water, mixed with fuel, for better thrust.



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General's (Left to right) Fairchild, LeMay, and Power.